



Ann Rappoport <annr.rccc@gmail.com>

RE: RCCC follow-up questions regarding Safer Seward Highway

1 message

Miller, Morgan <Morgan.Miller@hdrinc.com>

Fri, Jun 7, 2024 at 3:24 PM

To: Nancy Pease <nancypease2@gmail.com>

Cc: Ann Rappoport <annr.rccc@gmail.com>, John Riley <johnr.rccc@gmail.com>, "Horne, Taylor" <Taylor.Horne@hdrinc.com>, Tim Alderson <tjalderson@mac.com>, "Wood, Katherine" <katherine.wood@hdrinc.com>, "Luiken, Marc" <marc.luiken@mbakerintl.com>, Safe Seward Highway <info@safersewardhighway.com>

Hello Nancy & RCCC,

Thank you for reaching out to the project team. We have put together the following responses to your questions:

Noise monitoring - Where were the noise receptors for the noise monitoring placed in the vicinity of Potter Marsh, Old Seward Highway homes, and Potter Creek homes? One what dates was the noise data gathered? Response:

The Safer Seward Highway project team gathered field data to develop and validate the Federal Highway Administration (FHWA) Traffic Noise Model (TNM; version 2.5). These data will be used to comply with FHWA's Noise Standard at Title 23 Code of Federal Regulation Part 772; compliance will be achieved through adherence to the DOT&PF's Noise Policy (2023)¹. The project team intends on following the steps for completing a Type I noise analysis outlined in the Noise Policy for the Safer Seward Highway project. Ambient noise level measurements were obtained along the project corridor August 14, 15, and 17, 2023 to determine existing noise levels at a representative subset of receptors, as directed by the Noise Policy.

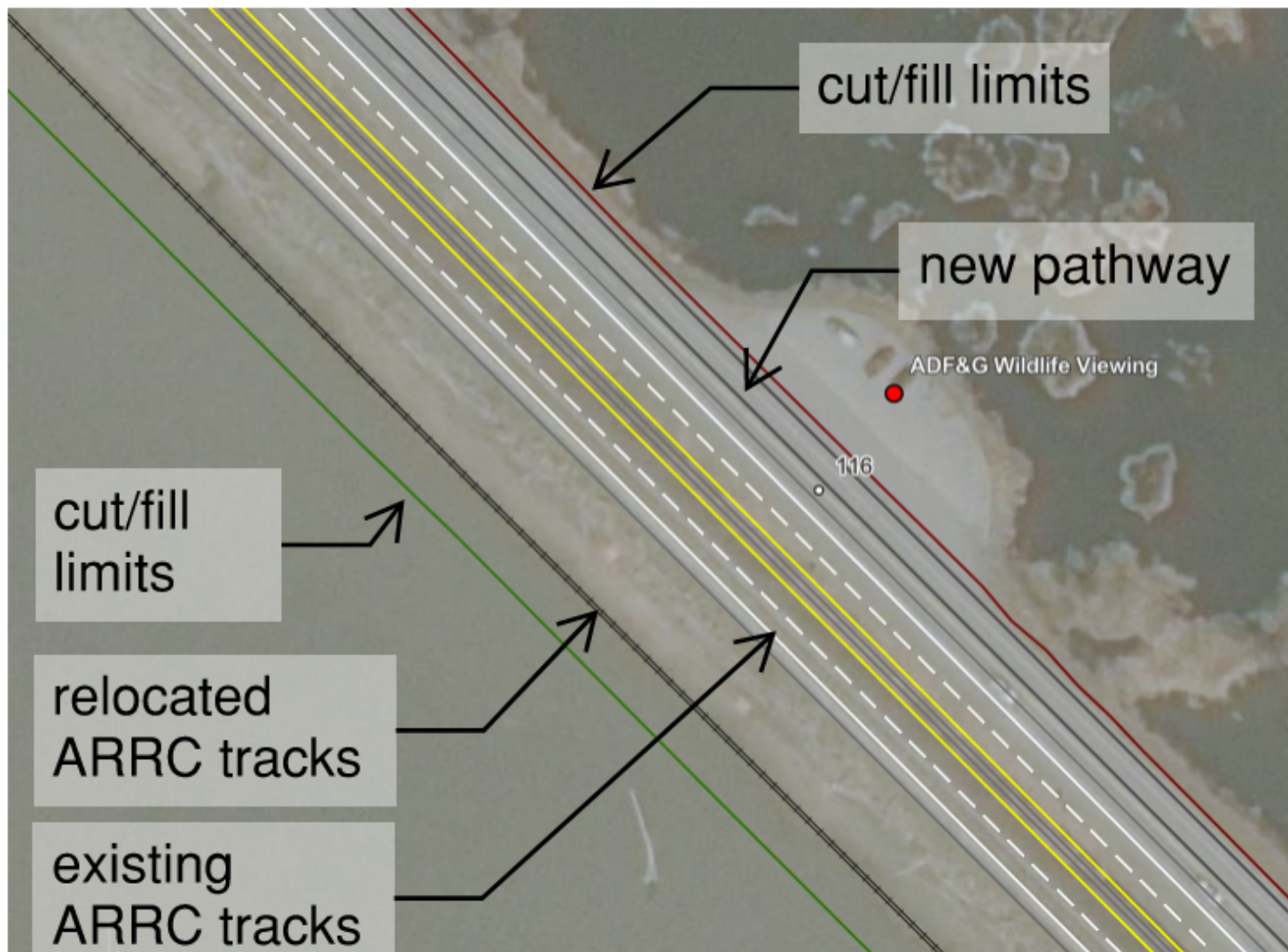
Locations identified for the model around Potter Marsh include the following (see attached figure).

Receiver ID	Category	Description
1	B (Residential)	15000 Old Seward Hwy
2	B (Residential)	15020 Old Seward Hwy
3	B (Residential)	15040 Old Seward Hwy
4	B (Residential)	2836 Chenoweth St
5	B (Residential)	2739 E 154th Ave
6	E (Other)	Rabbit Creek Shooting Park
7	B (Residential)	2910 E 154th
8	B (Residential)	2920 E 154th Ave

9	C (Recreation/Public Bldgs)	Potter Marsh Wildlife Viewing Boardwalk Trailhead
10	C (Recreation/Public Bldgs)	Potter Marsh Wildlife Viewing Boardwalk
11	B (Residential)	East Side Potter Marsh
12	B (Residential)	East side Potter Marsh, up hill
13	C (Recreation/Public Bldgs)	Potter Marsh highway pullout
14	B (Residential)	East Side Potter Marsh
15	B (Residential)	East Side Potter Marsh
16	B (Residential)	Potter Crest Circle
17	B (Residential)	Potter Crest Circle
18	B (Residential)	Potter Crest Circle
19	B (Residential)	18575 Seward Hwy
20	C (Recreation/Public Bldgs)	DNR - 18621 Seward Hwy
21	C (Recreation/Public Bldgs)	Potter Section House/Chugach State Park HQ
22	C (Recreation/Public Bldgs)	Potter Creek Trailhead (lower)
23	C (Recreation/Public Bldgs)	Turnagain Arm Trailhead pavilion

Locations adjacent to the existing highway, such as the boardwalk (#10), pullouts (#13), Potter Creek Trailhead and pavilions (#22 and #23) and the exterior area of the Potter Section House/Chugach State Park headquarters were dominated by highway noise, and they had existing noise levels that approach or exceed noise abatement criteria, as defined in the Noise Policy. During the measurement, only one residential property (#5) approached the noise abatement criterion for residential receivers. The project team placed receivers (#11, #12, #14, #15) as a representative sample of residents on the east side of Potter Marsh. These receivers did not approach the noise abatement criterion for residential receivers during the measurement. All receivers will be included in future noise models.

Potter Marsh corridor footprint Response: we are currently matching the existing roadway embankment limits on the east side of the marsh and all improvements (widening for lanes, railroad, and pathway) are proposed to the west side of the existing roadway. The pathway is currently proposed to run parallel to the roadway with a 10' offset from the roadway / vehicle lanes; it will not require additional fill. ARRC facilities are relocated to the west. ARRC requires their tracks be offset a minimum of 55' from the roadway.



My recollection was that the northbound highway lanes will overlay the current roadway, and therefore the roadway will not move farther east into the marsh.

- **Is that correct?** *Response:* That is correct.
- **Will the multi-use pathway be built farther into the marsh?** *Response:* No – the pathway will be built on the existing footprint.
- **On a boardwalk?** *Response:* No, it will likely be built on the existing edge (current impacts) and widening will occur to the west.
- **How far into the marsh from the current roadway?** *Response:* The project is not currently proposing any widening to the east / marsh side.
- **Please describe the eastern edge of the corridor development.** *Response:* The project proposes to match the existing highway fill limits in the marsh.

Potter Marsh wildlife movements

What provisions will be made to allow wildlife to safely cross the highway corridor between the Marsh and the rest of the Coastal Wildlife refuge? *Response:* It will likely be very similar to what is there today. Animal / vehicle collisions are a concern in this area and ways to prevent these crashes will be evaluated. Structures (wildlife overpass/underpass) have not been included in

the project.

- **Will there be wildlife fencing, and where? *Response:*** this has not been determined yet; this would be determined in consultation with ADF&G.
- **Will there be an underpass or overpass, and how will such a crossing(s) be designed to serve various species? *Response:*** Currently wildlife crossing (under / over) are not proposed with this project.
- **What about waterfowl in flight? The current scrim of trees along parts of the marsh causes waterfowl to fly up and over the traffic in those areas. *Response:*** This will be determined in consultation with ADF&G. – replanting trees could be considered outside of the roadway clear zone.
- **What kind of lighting will be used along the Marsh, and how can the natural light conditions be maintained as much as possible, in keeping with the natural setting? *Response:*** This has not been determined yet – if lighting were included (visibility of moose and other animals has been identified in the Potter Marsh area as causing crashes) it would be designed to light the roadway (downward).

Please reach out if there are any follow-up questions.

Thank you,

The Safer Seward Highway project team

Morgan Miller

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hdrinc.com/follow-us

From: Nancy Pease <nancypease2@gmail.com>
Sent: Monday, May 27, 2024 12:21 PM
To: Luiken, Marc <Marc.Luiken@mbakerintl.com>; Wood, Katherine <Katherine.Wood@hdrinc.com>
Cc: Ann Rappoport <annr.rccc@gmail.com>; John Riley <johnr.rccc@gmail.com>; Horne, Taylor <Taylor.Horne@hdrinc.com>; Tim Alderson <tjalderson@mac.com>
Subject: RCCC follow-up questions regarding Safer Seward Highway

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Hello, Marc, Katherine, and Taylor,

I passed the updates from the SWG to Rabbit Creek Community Council at our last meeting, and our residents had a few questions, as follows:

Noise monitoring

Where were the noise receptors for the noise monitoring placed in the vicinity of Potter Marsh, Old Seward Highway homes, and Potter Creek homes? One what dates was the noise data gathered?

Potter Marsh corridor footprint

My recollection was that the northbound highway lanes will overlay the current roadway, and therefore the roadway will not move farther east into the marsh. Is that correct? Will the multi-use pathway be built farther into the marsh? On a boardwalk? How far into the marsh from the current roadway? Please describe the eastern edge of the corridor development.

Potter Marsh wildlife movements


What provisions will be made to allow wildlife to safely cross the highway corridor between the Marsh and the rest of the Coastal Wildlife refuge?

- Will there be wildlife fencing, and where?
- Will there be an underpass or overpass, and how will such a crossing(s) be designed to serve various species?
- What about waterfowl in flight? The current scrim of trees along parts of the marsh causes waterfowl to fly up and over the traffic in those areas.
- What kind of lighting will be used along the Marsh, and how can the natural light conditions be maintained as much as possible, in keeping with the natural setting?

RCCC looks forward to learning this information for sharing at our June meetings. Thank you.

Nancy Pease, co-chair

RCCC land use and transportation committee

 **NoiseReceivers_PotterMarsh.pdf**

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